

Maritime and inland waterway transport cluster



9) Maritime Ports projects on the Core and Comprehensive Networks (1/4)

(CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN)

Projects to be supported:

- **Provision of safe maritime access** (e.g., breakwaters, access channels, fairways, locks and navigational aids)
- **Basic port infrastructure (BPI)** (e.g., turning basins, quay walls, berths, jetties, backfills, land reclamation)
 - ! Backfills and land reclamation: to create space for construction of other basic port infrastructure, e.g., a berth, quay walls, etc. Should not lead to significant added capacity (i.e., increased surface of or creation of new terminals, logistics/cargo/multimodal handling areas, etc.)
 - **Priority:**
 - Development of zero- or low emission multimodal solutions (including BPI for improving the interconnection between the maritime transport and inland waterways)
 - Development of ports' capacities and facilities in relation with the transportation activities of the offshore wind farms. The involvement of the maritime port in such activities to be demonstrated
 - Improving connectivity with remote, insular and outermost regions or of Member State with no land border with another Member State

Maximum co-funding rate:

Cohesion envelope: 85%



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Maritime Ports projects on the Core and Comprehensive Networks (2/4)

(*CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN*)

SUSTAINABLE & SMART
MOBILITY STRATEGY

Works / Studies / Mixed

Projects to be supported:

- **Shore-side electricity supply** (including an upgrade of electrical grid within the port if it is needed for the shore-side electricity supply, **excluding related installations on vessels**)
- **Fixed port reception facilities** for oil and other waste from ships
- **Ensuring year-around navigability** by means of **capital dredging** and **ice-breaking facilities**
 - ! Capital dredging: relevant only if it removes bottlenecks for the EU short sea shipping, duly demonstrated in the proposal and supported by CBA (if applicable) justifying the short sea shipping traffic and the need for the dredged depth
- **Providing or improving inland waterways/rail access within maritime port**
 - ! Road access and connections within maritime port: only projects located in Member States with no land border with another Member State
- **Renewable energy generation in a maritime port** – synergetic element, works only (e.g., grid connection from the port to the grid outside of the port, photovoltaic power plant, wind turbines, etc.)
 - ! **Primary usage**: for shore-side electricity supply, for the needs of the basic port infrastructure and for diverse port operations
 - ! **Budget**: may not exceed 20% of the total eligible costs of the project, cost category D.3 Synergetic element and a separate work package

Maximum co-funding rate:

Cohesion envelope: 85%



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Maritime Ports projects on the Core and Comprehensive Networks (3/4)

(*CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN*)

- **Location: maritime ports listed in Annex II of the TEN-T Regulation (EU) 2024/1679**
 - Merged port entities or entities managing more than one maritime port: only the geographic area of the maritime port indicated in Annex II must be included in the project

- **If a project takes place in more than one port**, project's activities in the different ports should contribute to a **common objective of the project**

- **Projects addressing BPI for offshore wind farms transportation activities:** the support is limited to the BPI, e.g., heavy-loading quay walls, deep berths. **It excludes any other interventions needed for development/servicing of offshore wind farms, such as cargo fields, terminals, buildings, manufacturing facilities, operation and maintenance facilities, etc.**

- **Projects combining hinterland access both within and outside the port area** may be submitted either to the maritime ports or to the inland waterways/rail topics as appropriate

- **Projects addressing the core network may include related elements on the Comprehensive Network**, when necessary to optimize the investment (up to 10% of the total eligible costs of the Action and presented as a separate work package)





Maritime Ports projects on the Core and Comprehensive Networks (4/4) (*CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN*)

SUSTAINABLE & SMART
MOBILITY STRATEGY

Works / Studies / Mixed

Support will not be given to:

- Infrastructure dedicated for cruise ships (except SSE) and any infrastructure in shipyards
- Maintenance dredging, dredgers and/or dredging equipment
- Digital port solutions (digital port systems/ICT platforms and/or IT equipment)
- Fixed and/or mobile superstructure, e.g. cargo/passenger terminals, parkings, check-in buildings and areas, storage/stacking areas and facilities, logistics/cargo/handling loading/unloading areas and facilities, warehouses, multimodal logistics platforms, access control gates, port/terminal equipment and vehicles, crane foundations and rails, beams, security related interventions (e.g. fencing, CCTV equipment), etc.
- Any internal service road, maintenance road, access road, etc., from/to/on quays, berths, terminals, rail yards, or any other location within the maritime port, even if needed for the Action implementation

Utilities installations, auto-mooring, fixed ramps, dolphins, bollards, fenders, and other fixed auxiliary port infrastructure could be support only if proposed as an integral part of a relevant BPI being the main element of the project, e.g., construction of quay walls, or rail access (e.g. utilities – electricity)



10) Actions related to the implementation of the European Maritime Single Window environment (EMSWe) (*CEF-T-2024-SIMOBGEN*)

Projects to be supported:

- Adaptation of the Maritime National Single Windows to the new legal requirements
- Integration of the harmonised interfaces into the Maritime National Single Windows

Maximum co-funding rate:

General envelope: 50%



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11) Projects supporting the implementation of Vessel Traffic Monitoring and Information Systems (VTMIS)

(CEF-T-2024-SIMOBGEN)

Works / Studies/ Mixed

Projects to be supported:

- VHF Data Exchange System (VDES)
- Vessel Traffic Services (VTS) - Future monitoring and communication needs for enhanced surveillance, autonomous ships and shipping (MASS)
- Mandatory Reporting Systems (MRS) - additional features related to the “ship to shore” reporting e.g., reusing data, reporting once not only between the authorities but also the shipping industry

Maximum co-funding rate:

General envelope: 50%



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12) European Maritime Space / Short-sea shipping (1/2) (CEF-T-2024-SUSTMOBGEN)

Projects to be supported:

1. Upgrade of port infrastructure, hinterland connections and dedicated terminals, to establish or expand short sea shipping SSS link(s). Focus: cross-border short-sea shipping!

- **Provision / improvement of inland waterways/rail access and connectivity** through the upgrade of the last mile connections
! Road access and connectivity: only for projects located in Member States with no land border with another Member State
- **Basic port infrastructure** (e.g., turning basins, quay walls, berths, jetties, backfills, land reclamation), including fixed ramps, gangways, auto-mooring systems and other fixed infrastructure needed for the SSS link(s)
- **Port access and capital dredging** for safe maritime access (e.g., breakwaters, access channels, fairways, locks, navigational aids)
- **Shore-side electricity supply** (including an upgrade of electrical grid within the port if it is needed for the shore-side electricity supply, **excluding related installations on vessels**)
- **Fixed port reception facilities for oil and other waste from ships**
- **Improvement of port handling capacity**: construction or upgrade of freight and/or passenger terminals, safe and secure parkings (the necessity of the investment should be demonstrated in the proposal), traffic areas, access control gates, etc.
- **Digitalisation of port operations**, **excluding** support to shipping operators

Maximum co-funding rate: **General envelope: 50%**



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European Maritime Space / Short-sea shipping (2/2) (CEF-T-2024-SUSTMOBGEN)

Strongly recommended: cost-benefit analysis (CBA) specific for the project:

- Addressing traffic demand on the maritime link(s) subject to the project
- Substantiated traffic forecast by commitments from the relevant shipping operator(s), for continuation and/or establishment of the transport operations on the maritime link(s) which is the subject of the project

Excludes support to:

- Administrative/office buildings, passenger car parks, warehouses, storage areas and facilities, etc., mobile superstructure (e.g., port/terminal equipment and vehicles, mobile ramps, etc.)
- Any internal service road, maintenance road, access road, etc. from/to/on quays, berths, terminals, rail yards, or any other location within the maritime port, even if needed for the Action implementation
- Maritime vessels except for ice-breakers

 ***At least two TEN-T ports located in two different Member States! Balanced investments between the ports resulting in upgraded short- sea shipping link!***

2. Facilitating cross-border short-sea shipping links but not linked to specific ports

- Exclusively facilities for icebreaking to ensure year-round navigability

 ***Should benefit and be used by the wider maritime community. Must include the participation of at least 2 entities from 2 different Member States***

Maximum co-funding rate:

General envelope: 50%



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13) Inland waterways and inland ports projects on the Core and Comprehensive* Networks (1/3) (CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN)

(*Comprehensive network concerns only inland ports)

Works / Studies / Mixed

Projects to be supported more specifically on the TEN-T waterways (core network):

- Upgrade of existing and creation of new TEN-T waterways;
- Construction or upgrading of locks, dams and (movable) bridges or other objects on the waterway to improve navigation conditions;
- Automation of waterway infrastructure (including if necessary the creation of remote control centres);
- Interconnections between inland waterways and maritime transport;
- Waterside infrastructure including the creation and/or upgrade of infrastructure for mooring and waterborne operations (including OPS) or enhancing the navigability capacity in the inland waterways section of the revised TEN-T Regulation. This must benefit greening and development of inland waterway transport.

Maximum co-funding rate:

Cohesion envelope: 85%



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Inland waterways and inland ports projects on the Core and Comprehensive* Networks (2/3) (CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN)

(*Comprehensive network concerns only inland ports)

Projects to be supported more specifically in TEN-T inland ports (core and comprehensive):

- Access of inland ports to inland waterways ;
- Basic port infrastructure, shore-side electricity supply, port reception facilities for waste from ships;
- Ensuring year-round navigability eg. through capital dredging, ice-breaking facilities (if justified), or cross-disciplinary digital information and operation systems for water and waterway management, and actions supporting prediction of low- and medium water levels (for inland navigation purposes));
- Rail access to, and connections within, inland ports;

Inland waterways and inland ports projects on the Core and Comprehensive* Networks (3/3) *(CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN)*



- Apart from the deployment of cross-disciplinary digital information and operation systems for water and waterway management to ensure year-round navigability, digitalisation works should be submitted under the SIMOBGEN/RIS topic (especially if they support implementation of River Information Services, inland port information or management systems, inland port community systems);
- Actions can include elements of storage and transshipment facilities and equipment (e.g. silos, warehouses, cranes, forklifts). However, these are only eligible if they are fully integrated in, and a minor part of an inland waterborne infrastructure project. This must benefit development of inland waterway transport;
- Fencing and monitoring systems in inland ports are not supported;
- On Shore Power Supply is only eligible for inland vessels (including cruise vessels), not for other modes of transport even if charging inside an inland port.



14) River Information Services (RIS)

(CEF-T-2024-SIMOBGEN)

SUSTAINABLE & SMART
STRATEGY

Works / Studies /
Mixed

Projects to be supported:

- Deployment of smart on-board and land-based components of RIS, including appliances along the waterways or other related telematics applications that facilitate the digital transition and automation of the sector;
- Coherent deployment of Union-wide harmonised RIS components and fine-tuning of RIS key technologies, systems and services, in full compliance with the applicable standards and technical specifications;
- Complement and integrate with smart traffic and transport management solutions in inland waterway transport (with dedicated focus on RIS enabled corridor management and related solutions, incl. from relevant CEF actions) to facilitate data-sharing between authorities and inland waterway;
- Reduction of administrative burden and elimination of paper flow of documents, establishing solutions that facilitate machine-to-machine communication and the once-only principle, taking into consideration the developments in DTLF (e.g. federation of platforms) and the principles of the eFTI Regulation
- Actions that contribute to the holistic vision of NAIADES III for the inland waterway transport sector's digitalisation and automation
- Vessel traffic management systems, including automation and smart shipping.
- The projects should primarily address inland waterway transport and/or port information services targeted at inland waterway vessels

Maximum co-funding rate:

General envelope: 50%



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